

Eisenhower East

Alexandria, VA

Draft Master Plan

October 10, 2002

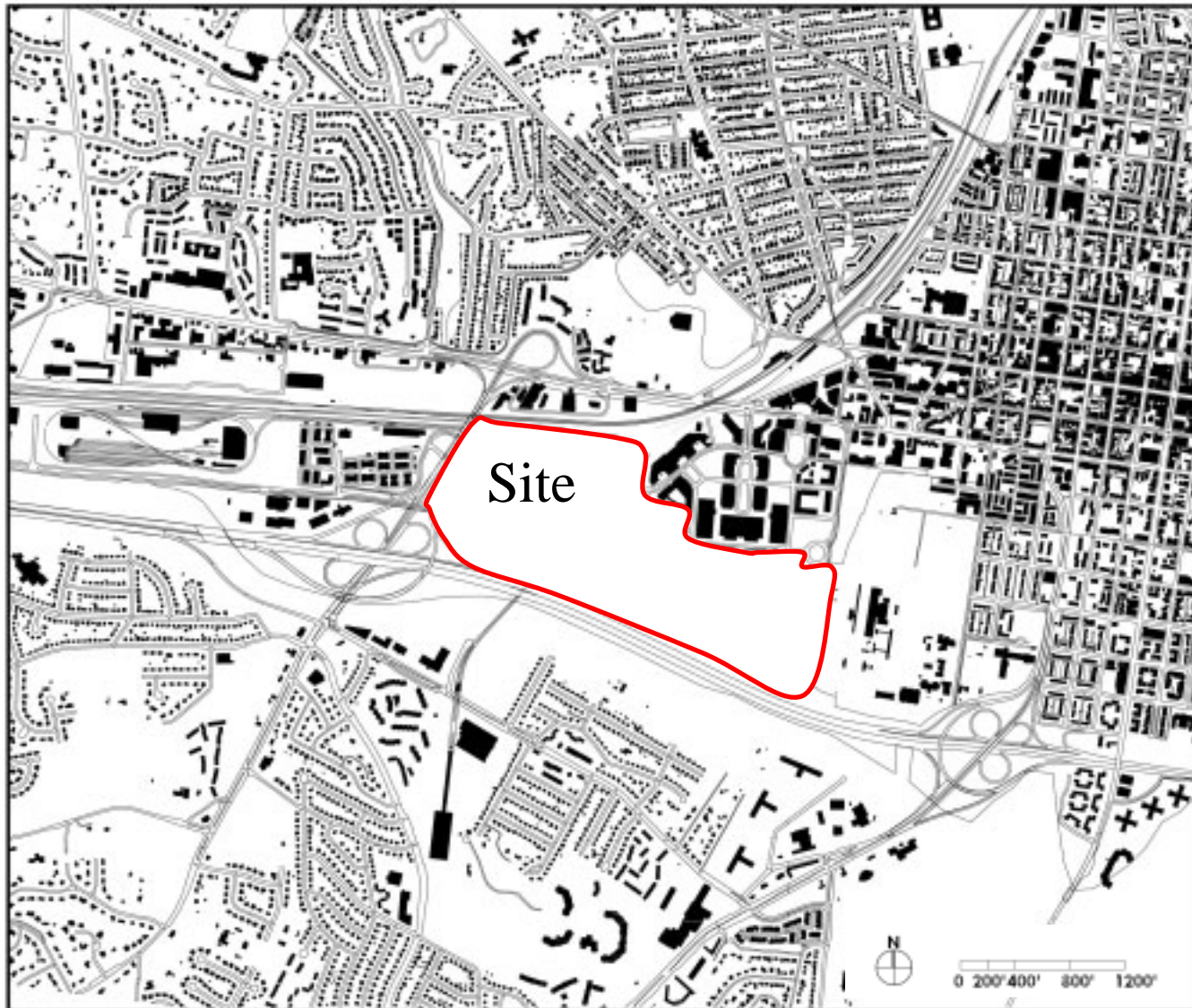
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Anglin Lopez Rinehart, Inc.
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Site

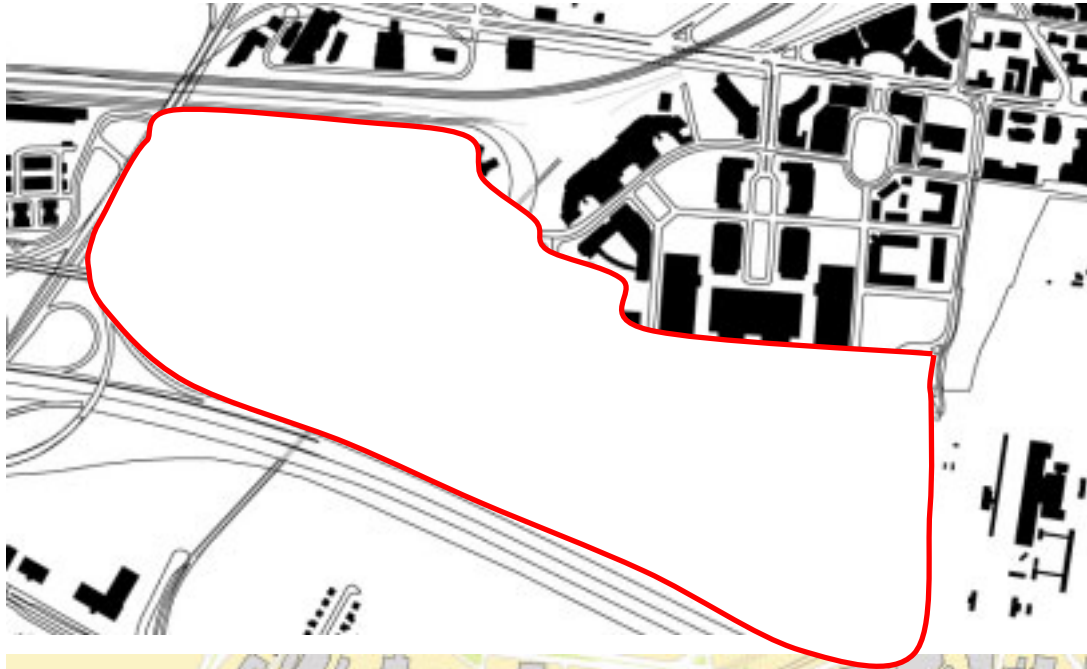


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Existing



New Plan

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We are here tonight to....

- Review progress and changes to the plan since our last meeting
- Review how the plan conforms to the design principles set out during the public design process
- Solicit public comment on work to date
- Receive endorsement from the Planning Commission for draft plan and direction on the next steps....

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Draft Master Plan- Summer 2002

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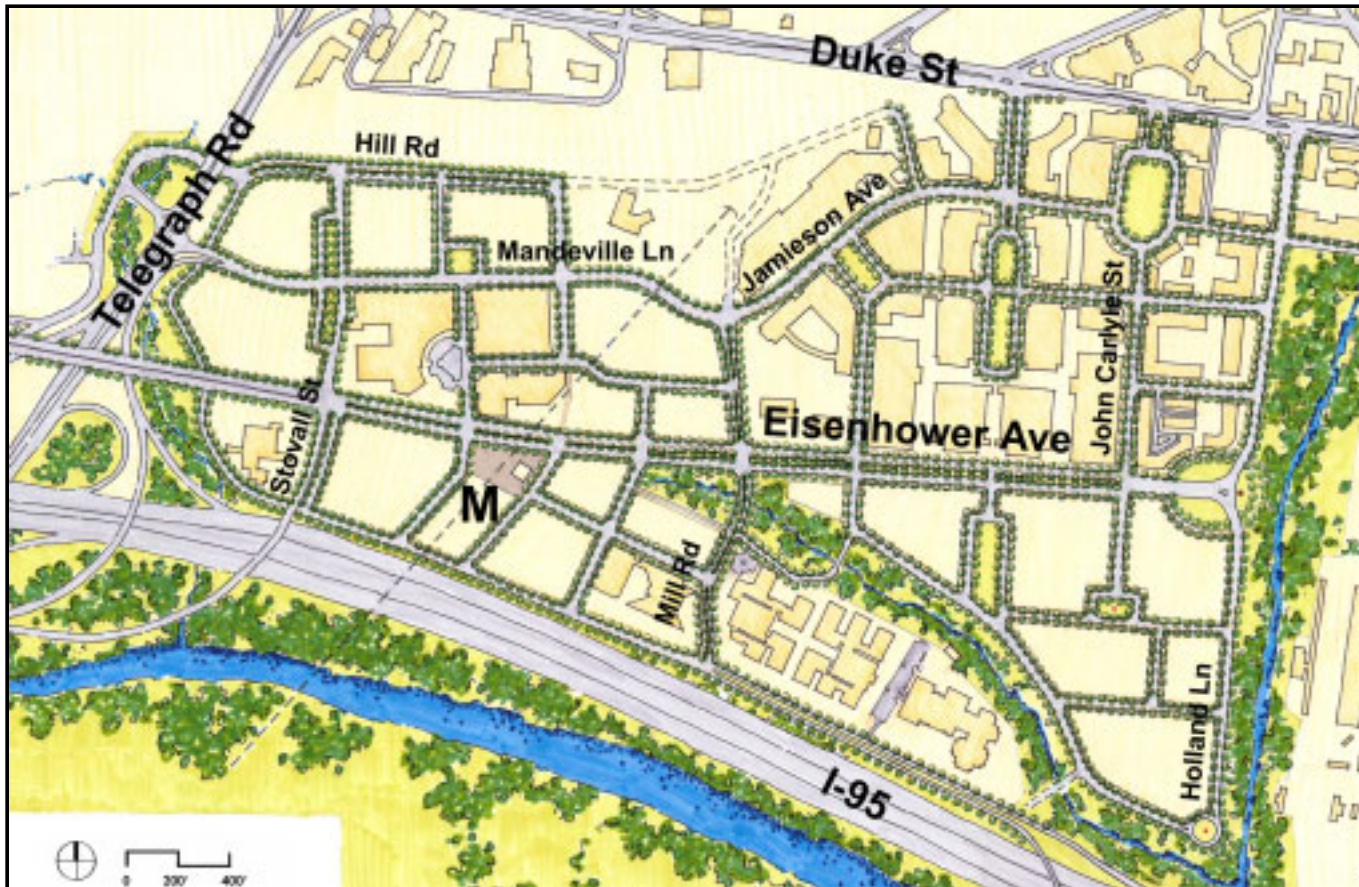
Meetings with...

- Property Owners
- Police and Fire Personnel
- Bicycle Community
- Parks and Recreation
- T and ES

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Eisenhower East Alexandria, VA

Issues:

- Amount of Usable Park Space
- Police and Jail Security Plan
- Bike Routes
- Phasing of new development
- Parking requirements
- City standards and practices for street and sidewalk design
- Development Potential



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Eisenhower East Plan Design/Development Principles:

Eisenhower East Alexandria, VA

- 1 Provide a **mix of uses** to create a true urban neighborhood
- 2 Encourage **active retail on street facades** along major streets
- 3 Develop a **comprehensive recreation and open space system** to provide large areas of park for active and passive use
- 4 Convert Eisenhower Avenue into a quality landscaped **urban boulevard** that accommodates pedestrians, vehicles and bicycles
- 5 Create an **interconnected grid** of urban design streets to provide circulation options
- 6 Create an **integrated transportation management** program to capitalize upon Metro, maximize other forms of transit, minimize vehicle congestion, encourage walking and bicycling
- 7 **Minimize the physical and visual impact of parking** by reducing parking and optimizing the parking according to distance from the Metro and screening of above grade parking from streets

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Design Principle: Provide a mix of uses to create a true urban neighborhood

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Design Principle: Provide a mix of uses to create a true urban neighborhood



Eisenhower East Alexandria, VA

Hoffman Town Center

- Balance of Office, Retail and Residential
- Seek 16 hour activity, avoid single use
- New development to support existing uses
- New Mill Race and ATA development support overall plan

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Eisenhower Avenue



- Office, Residential, and Retail at Hoffman Town Center

- Office and Residential at South Carlyle

- Access to Parks, Transit and Open Space

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- Location of Uses

- Office and Residential along Eisenhower

- Residential/ Office Retail mix between Eisenhower and southern edge of Park Drive

- Office with visibility to Beltway

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Building Heights and Massing (draft)

- Tallest buildings along Eisenhower Avenue
- Towers marking important locations in the plan
- Setbacks above 5 stories
- Building articulations of the street wall every 40' to 60'

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Eisenhower East Alexandria, VA Two Retail Centers

- Hoffman Town Center
- Swamp Fox
- Eisenhower Ave.
- Station Square
- Mandeville Lane (future)
- South Carlyle
- John Carlyle Street

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Eisenhower East Alexandria, VA

Retail at Hoffman Town Center

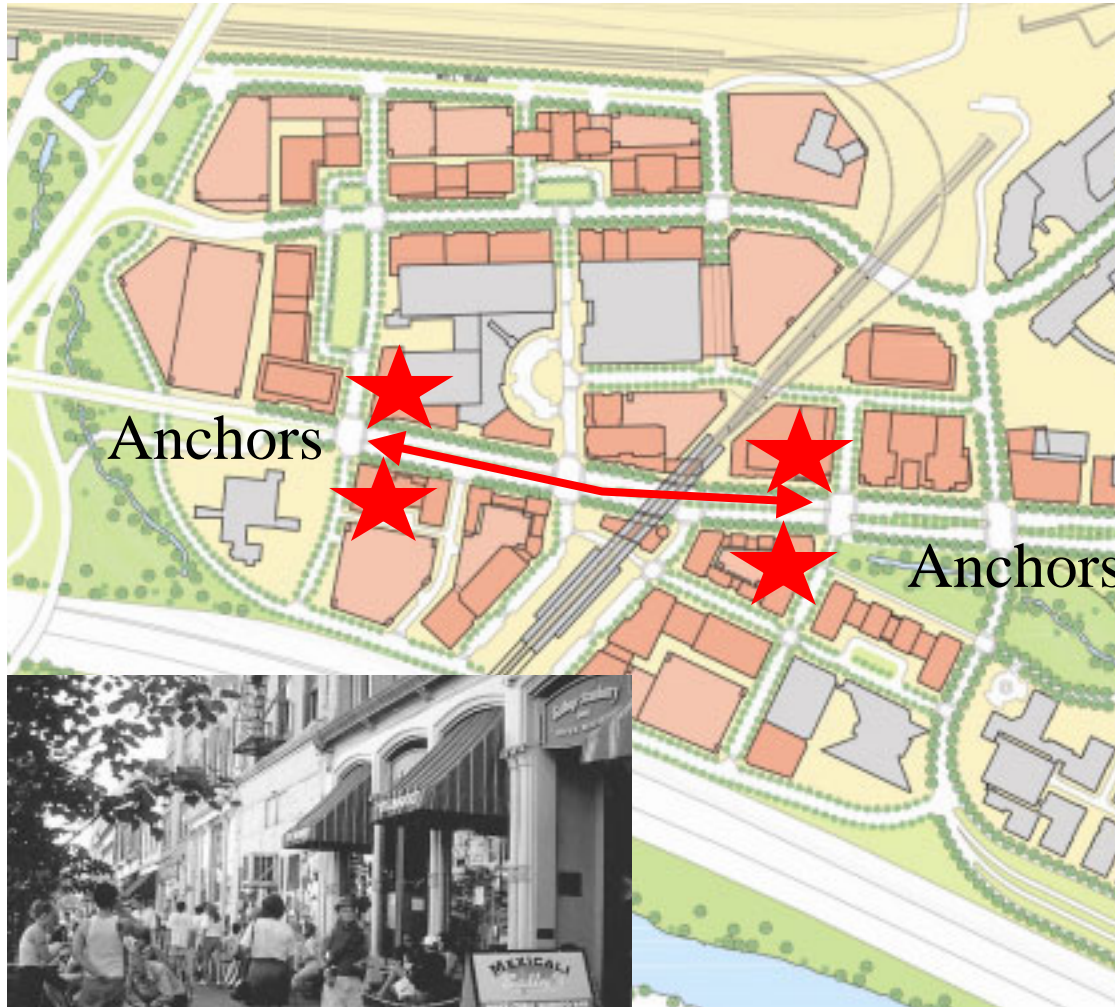
- Anchors at each end crossing at the Metro, not to exceed 1200'
- Center around plaza at Office Buildings and Theater along Swamp Fox

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Eisenhower East Alexandria, VA

Retail at Hoffman Town Center

- Anchors at each end of Eisenhower and crossing at the Metro
- Not to exceed 1200'
- Visual contact across Eisenhower Ave.

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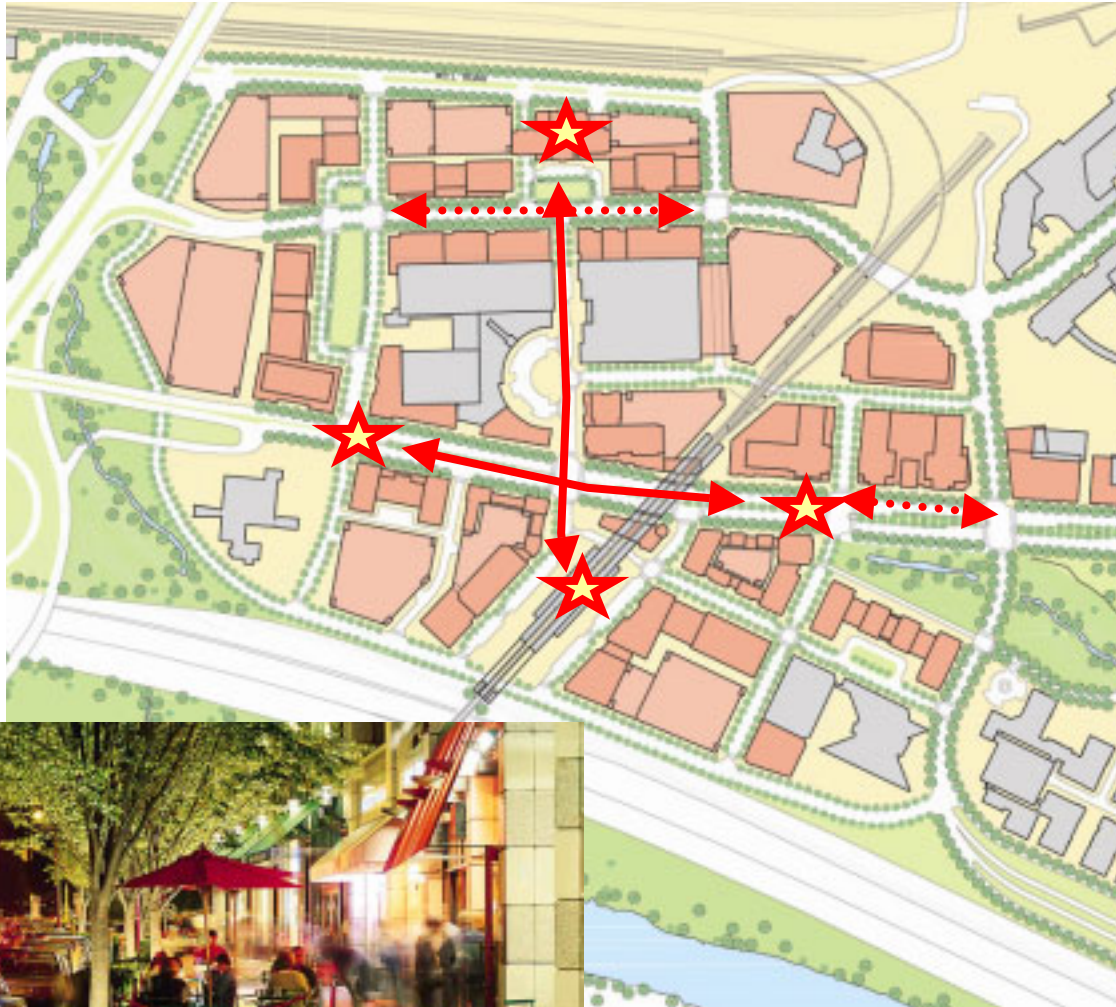
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**Retail at
Hoffman Town
Center**

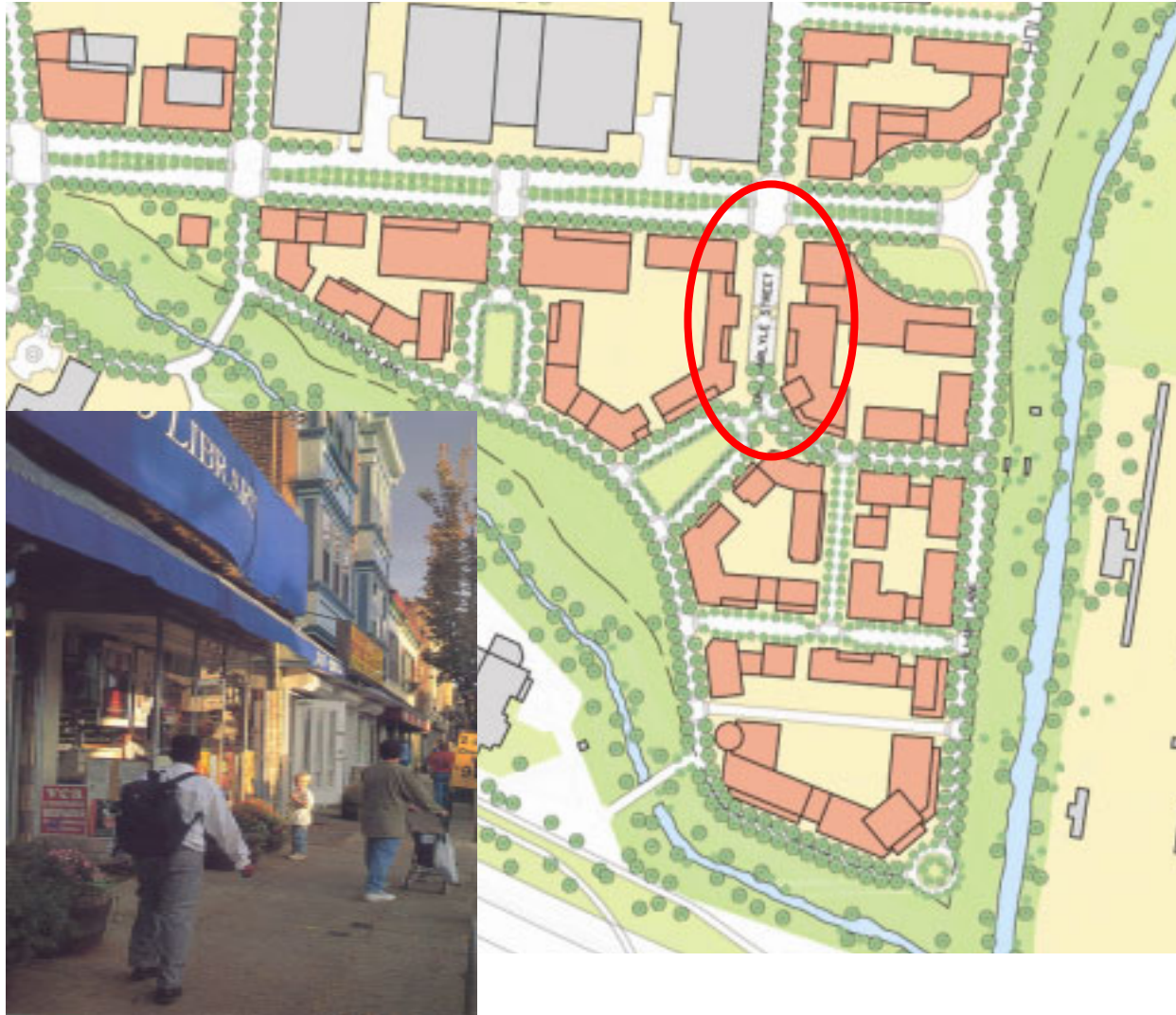


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Retail at Carlyle South

- Neighborhood oriented
- Along John Carlyle Street extended
- Visibility from Eisenhower
- Approximately 60,000sf of retail

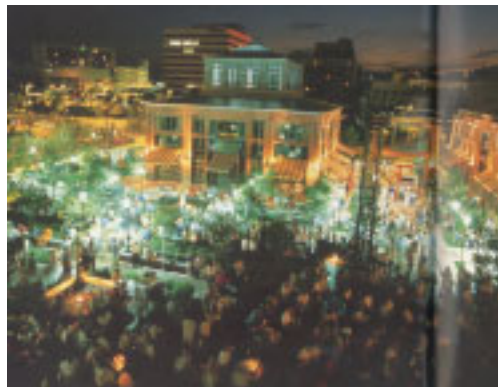
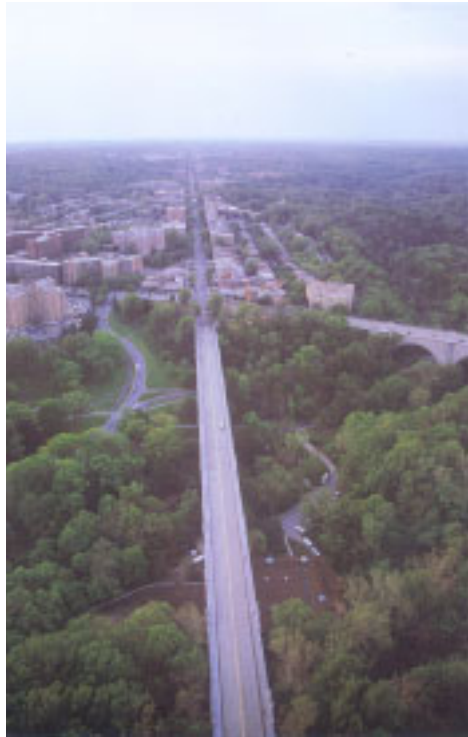
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Design Principle: Develop a comprehensive recreation and open space system to provide large park areas for active and passive use

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Parks and Open Spaces

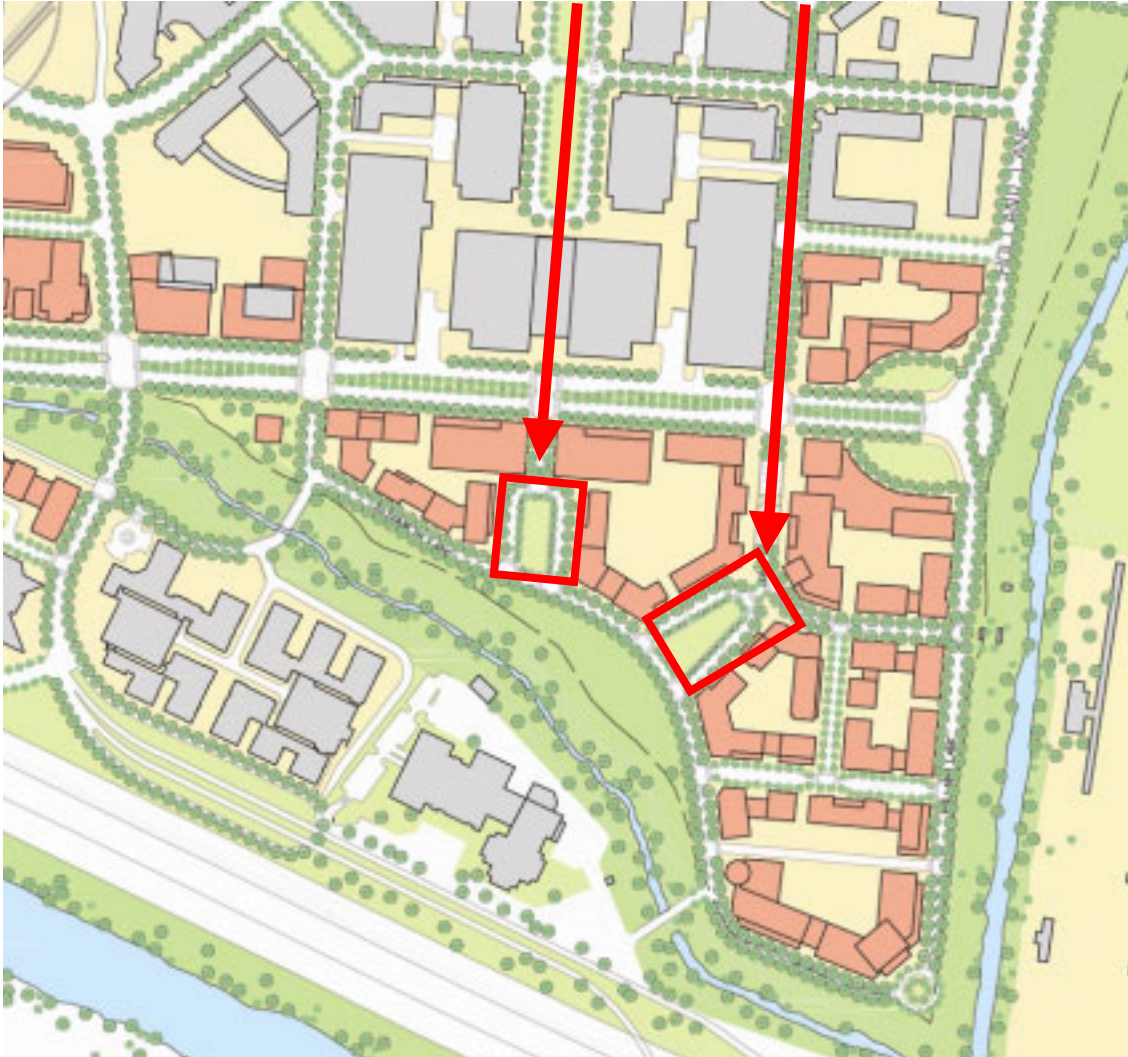
- Expanded RPA and Usable Open Space

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Parks and Open Spaces

- Connect to Carlyle Open Spaces and RPA
- Provide amenity to more addresses

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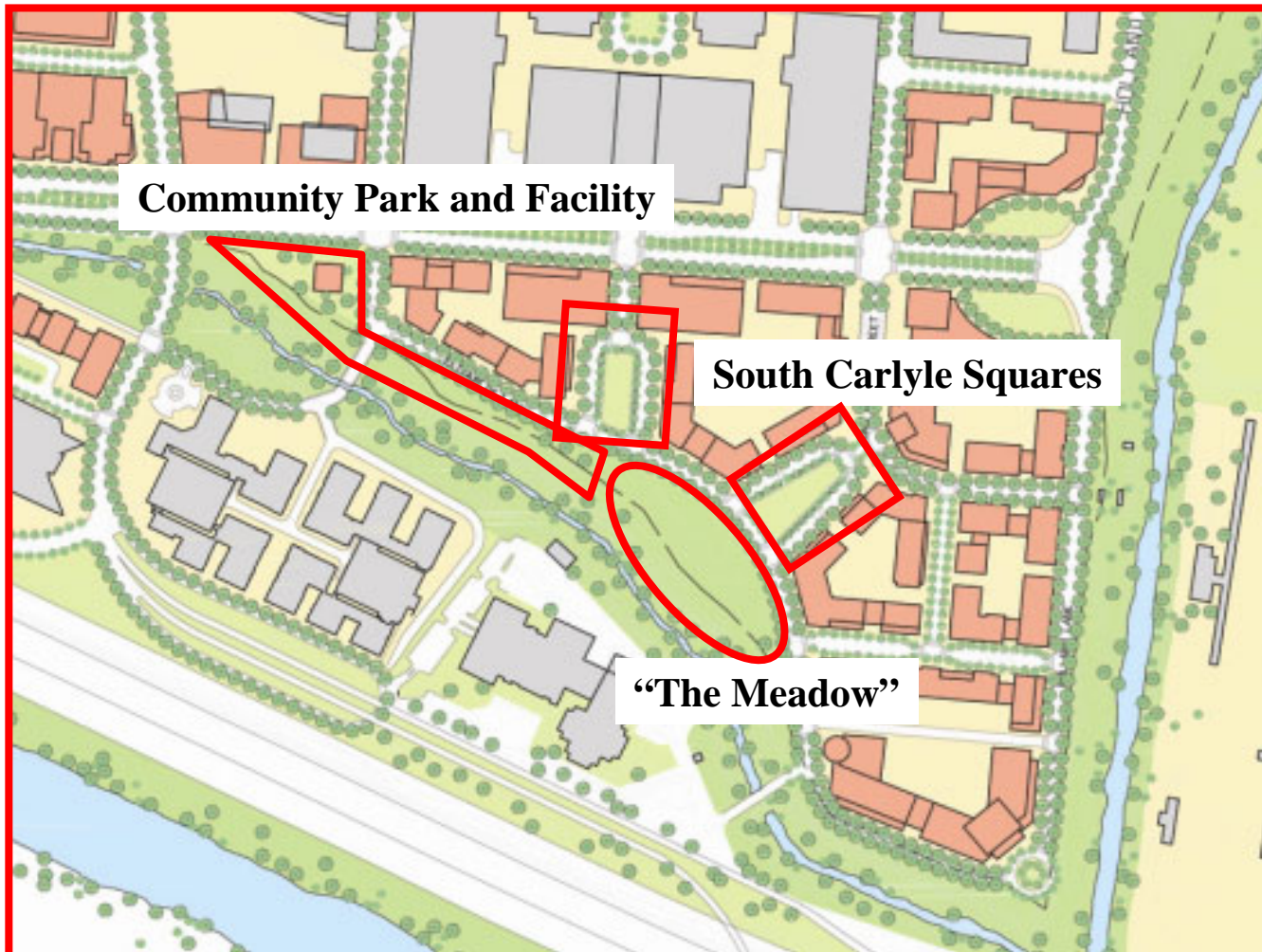
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Parks and Open Spaces

- Community Park and Facility
- “The Meadow”
- South Carlyle Squares



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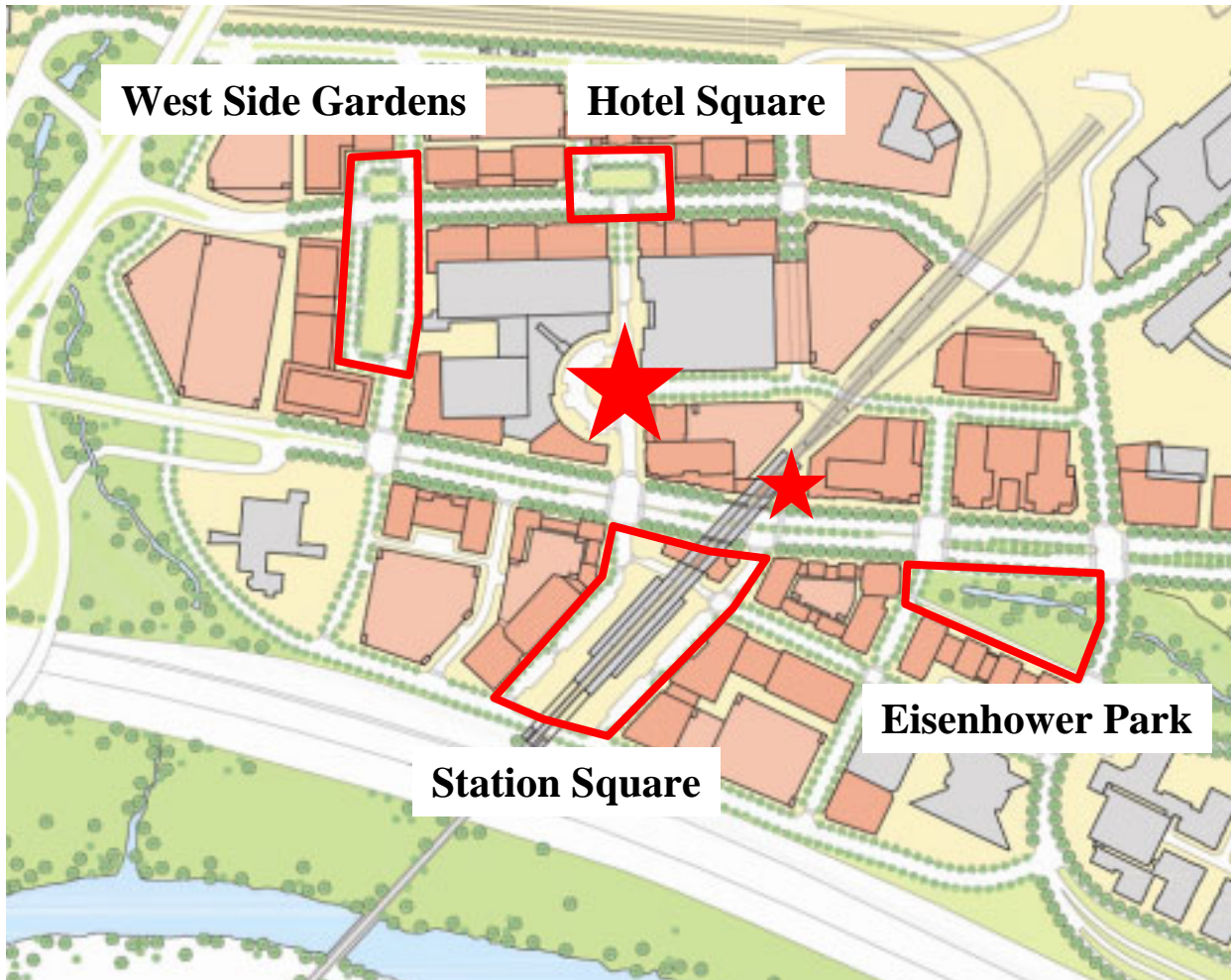
Parks and Open Spaces

- Station Square
- Eisenhower Park
- Hotel Square
- West Side Gardens

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Design Principle: Convert Eisenhower Avenue into a quality landscaped urban boulevard that accommodates pedestrians, vehicles and bicycles

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Streetscape- Eisenhower Avenue



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- Appropriate sidewalk widths
- Parallel parking at off-peak hours
- Minimum turning radii
- Minimum left turn lanes
- Appropriately spaced intersections

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Recreational Bike Trail

- Safe location off major streets
- Connection to natural areas
- Dedicated route along the Park Drive

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Bike Route- Eisenhower Route

- In traffic or in 6' bike lane (off-peak)



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Bike Route

- North to Mandeville Lane



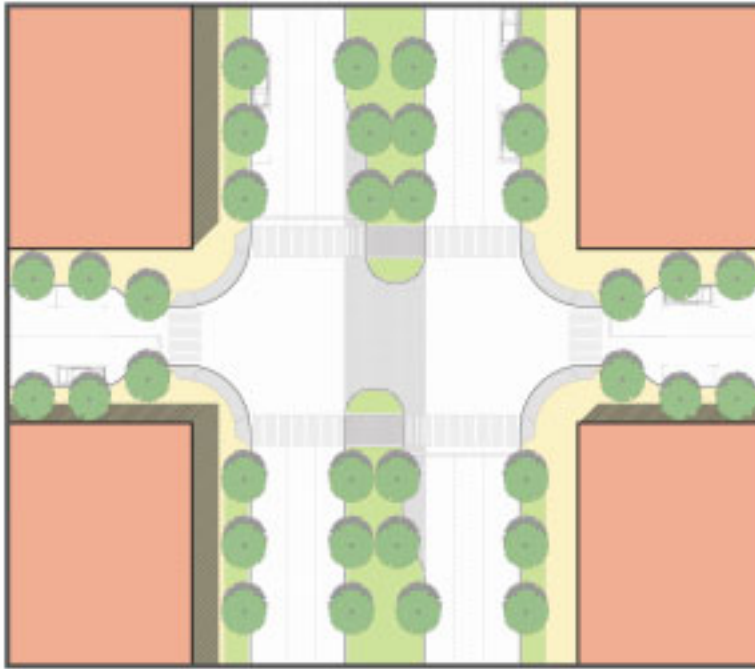
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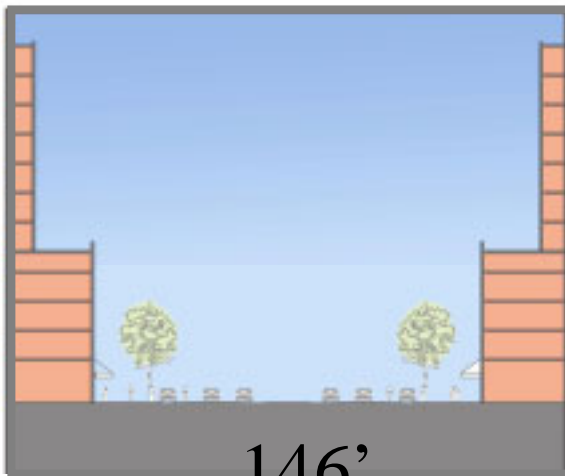
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Typical
Cross
Street



Design Principle:

Convert Eisenhower Avenue
into a quality landscaped
urban boulevard that
accommodates pedestrians,
vehicles and bicycles



146'

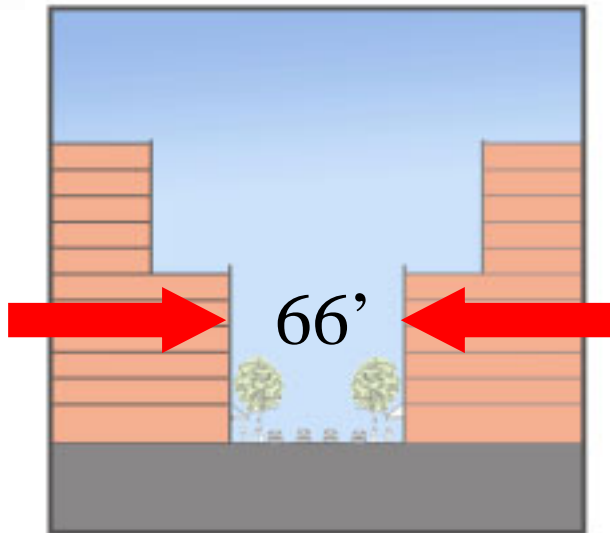
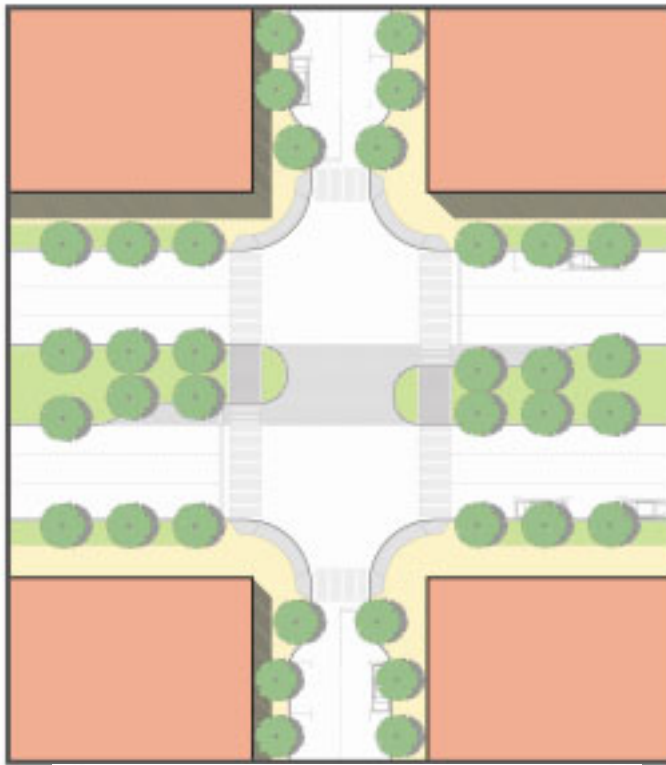
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Eisenhower
Ave.



Typical Cross Street

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Design Principle:

Convert Eisenhower Avenue
into a quality landscaped
urban boulevard that
accommodates pedestrians,
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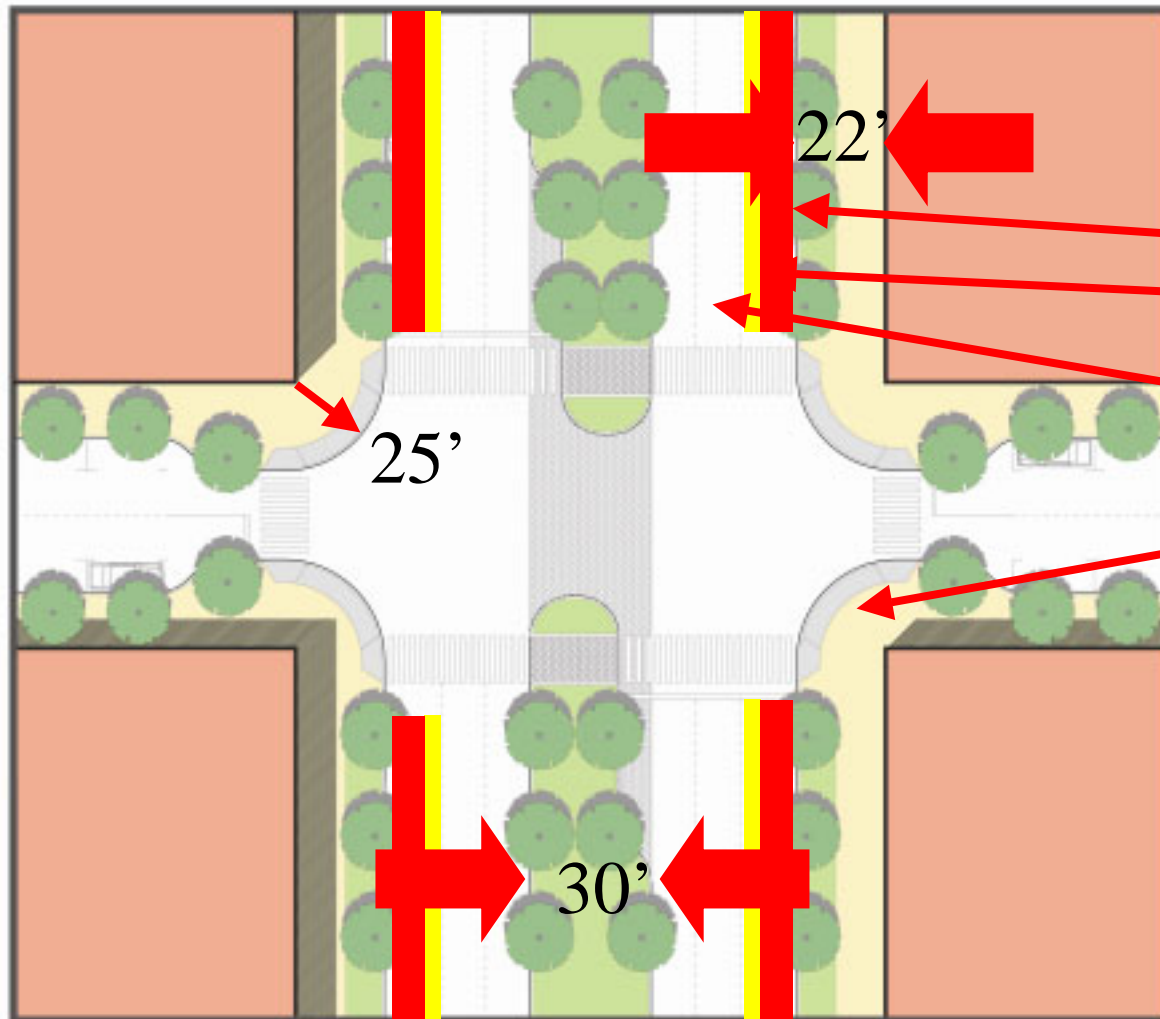
Off- Peak Times- East of Mill Road

- 8' Parking lane
- 6' bike lane (unmarked)
- 2 11' travel lanes
- 25' turning radii
- "Bulb-outs" at cross streets
- 22' Sidewalk width
- 30' Planted Median

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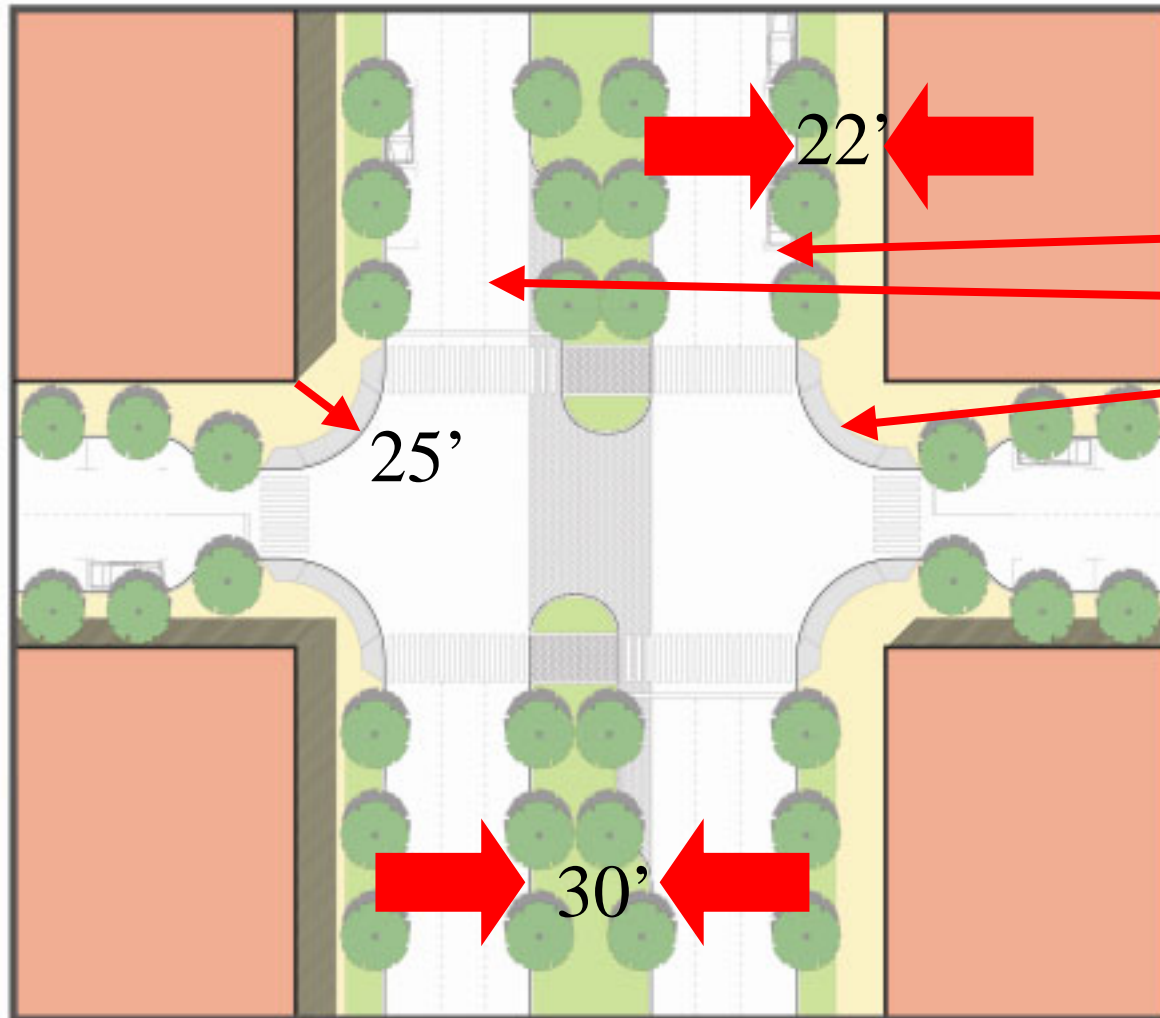


Design Principle: Convert Eisenhower Avenue into a quality landscaped urban boulevard that accommodates pedestrians, vehicles and bicycles

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Peak Times- East of Mill Road

- 1- 14' Curb lane
- 2- 11' Travel lanes
- 25' Turning radii
- “Bulb-outs” at cross streets
- 22' Sidewalk width
- 30' Planted Median



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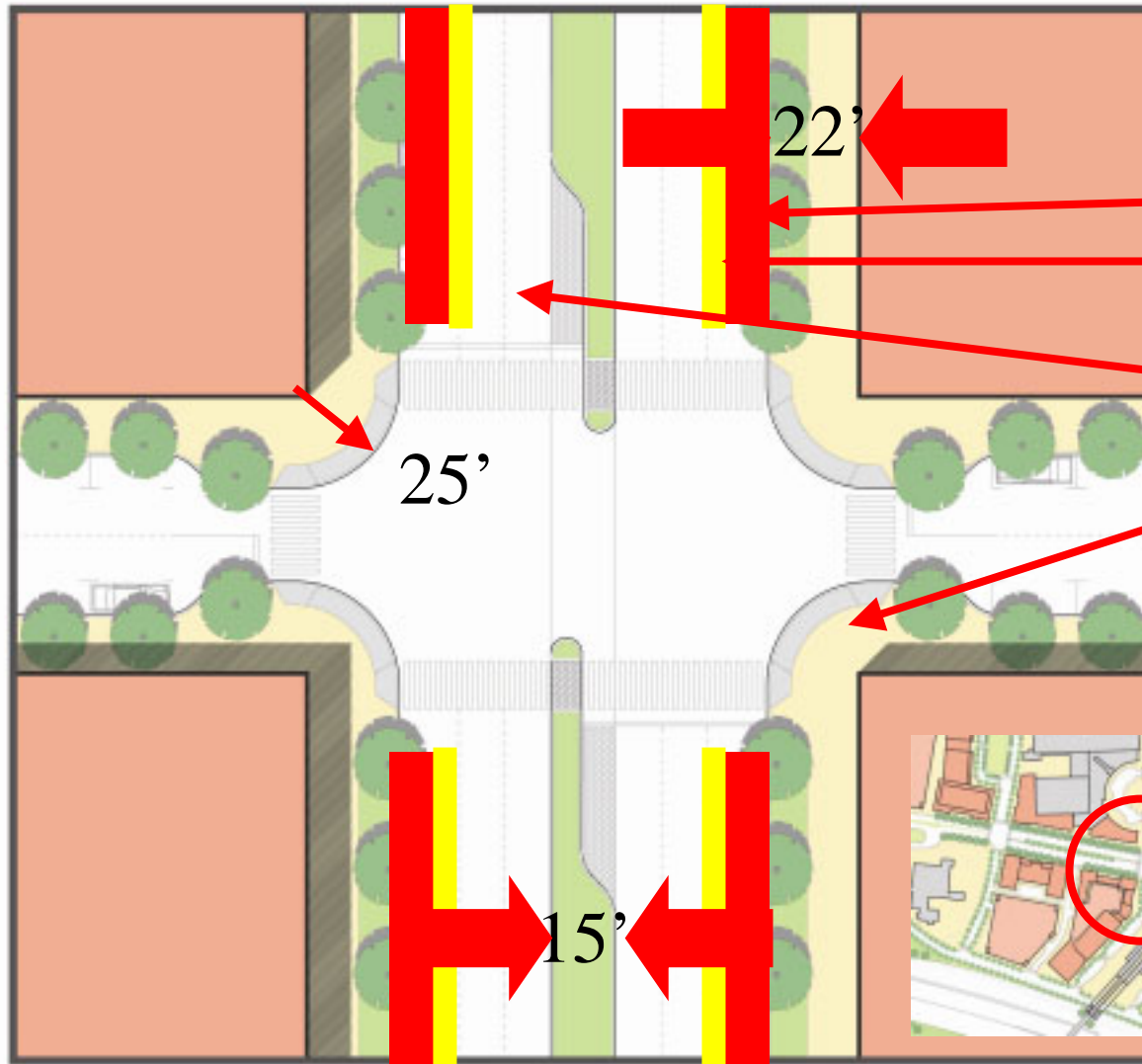
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West of Mill Road- all times



- 8' Parking lane
- 6' bike lane (unmarked)
- 2 11' travel lanes
- 25' turning radii
- “Bulb-outs” at cross streets
- 22' Sidewalk width
- 10' to 15' Median



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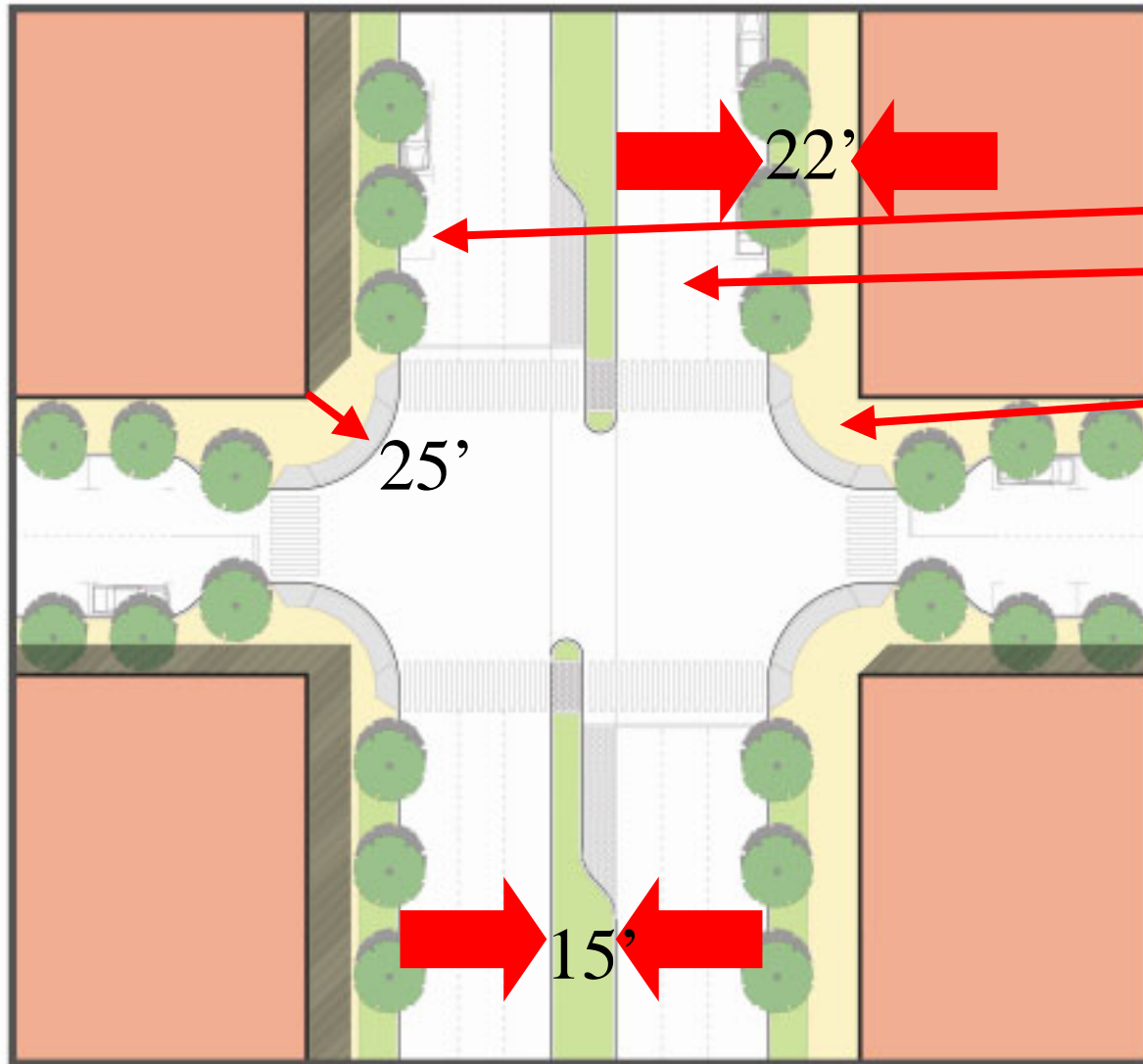
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Peak Times-
West of Mill
Road



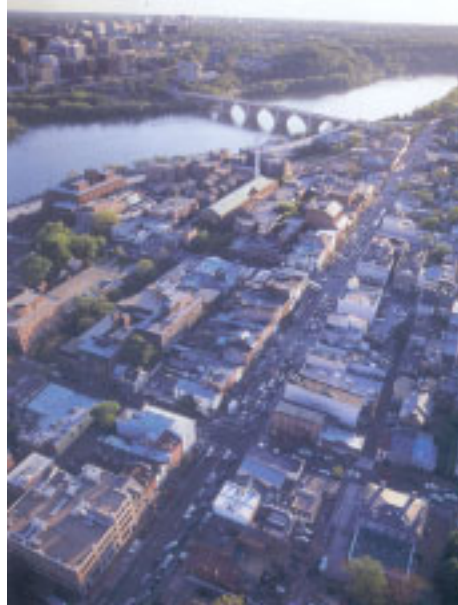
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Design Principle: Create an interconnected grid of urban streets to provide circulation options



Eisenhower East Alexandria, VA

- Reduce traffic congestion
- Promote “connectivity”
- Spread out parking resources
- Provide locations for landmarks and civic buildings
- Grid performance effects development potential

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The Grid

- Reduce traffic congestion
- Promote “connectivity”
- Spread out parking resources
- Provide locations for landmarks and civic buildings
- Grid performance effects development potential

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Elizabeth Lane

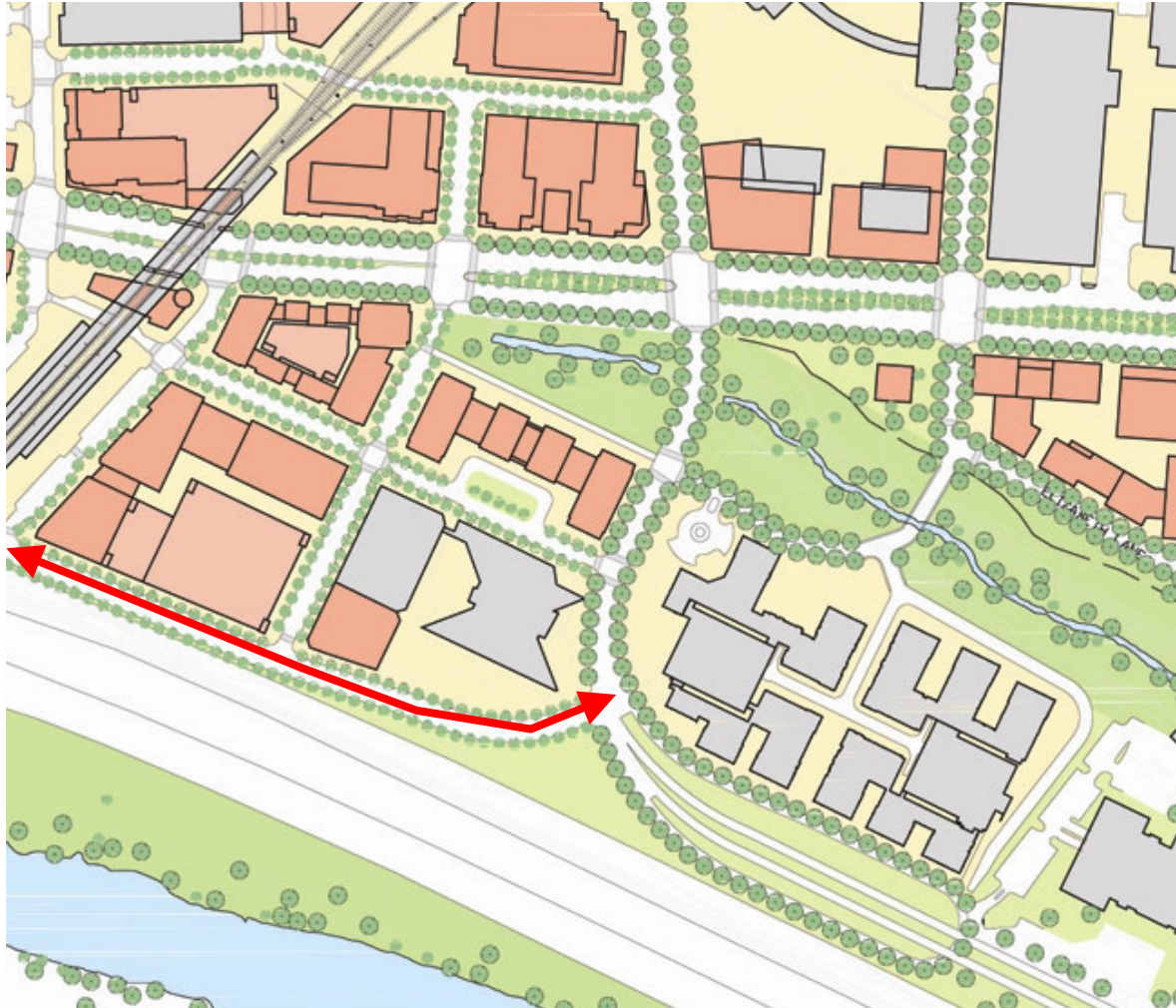
- Alternative to Mill/
Eisenhower
- Provides access to South
Carlyle neighborhood
- Connect across RPA
- Proper functioning
reduces to one left turn
lane at Mill and
Eisenhower to I- 95 ramp

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South Street

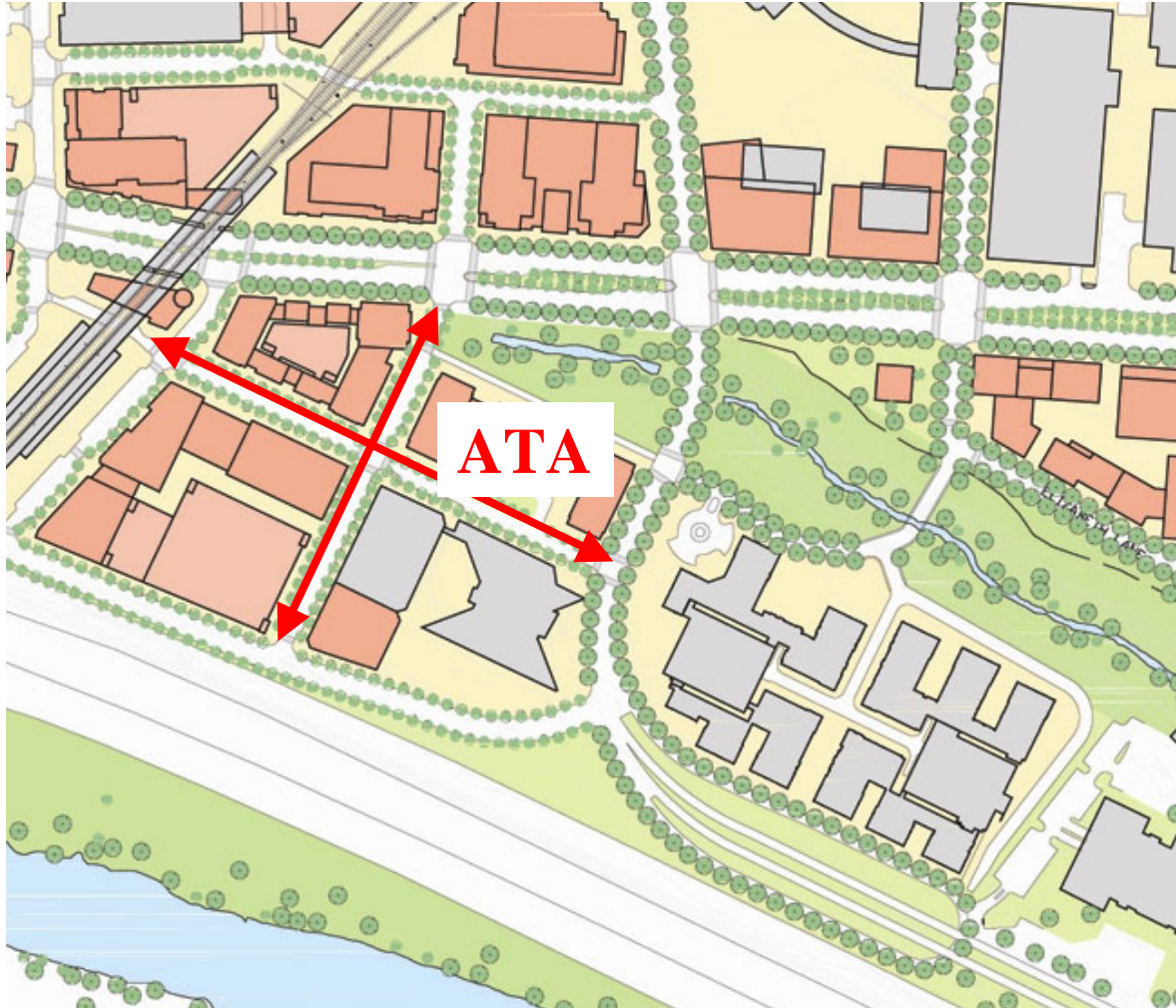
- Alternative to Mill/ Eisenhower to go west
- Provides access to garages and Metro at Hoffman Town Center
- Reduces traffic on Eisenhower Ave.

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Streets to Metro

- Provides access to Metro from JPI
- New access for ATA development
- Small grid allows for flexibility of movement
- Increment of blocks for large development

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Perimeter Streets

- Reduce traffic congestion at South Street
- Calms Eisenhower Traffic
- Alternative Routes
- Engages Natural Parks and Features
- Access to garages and service entries

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Design Principle: Minimize the physical and visual impact of parking by reducing parking and optimizing the parking according to distance from the Metro and screening of above grade parking from streets

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Alexandria, VA

Street Code

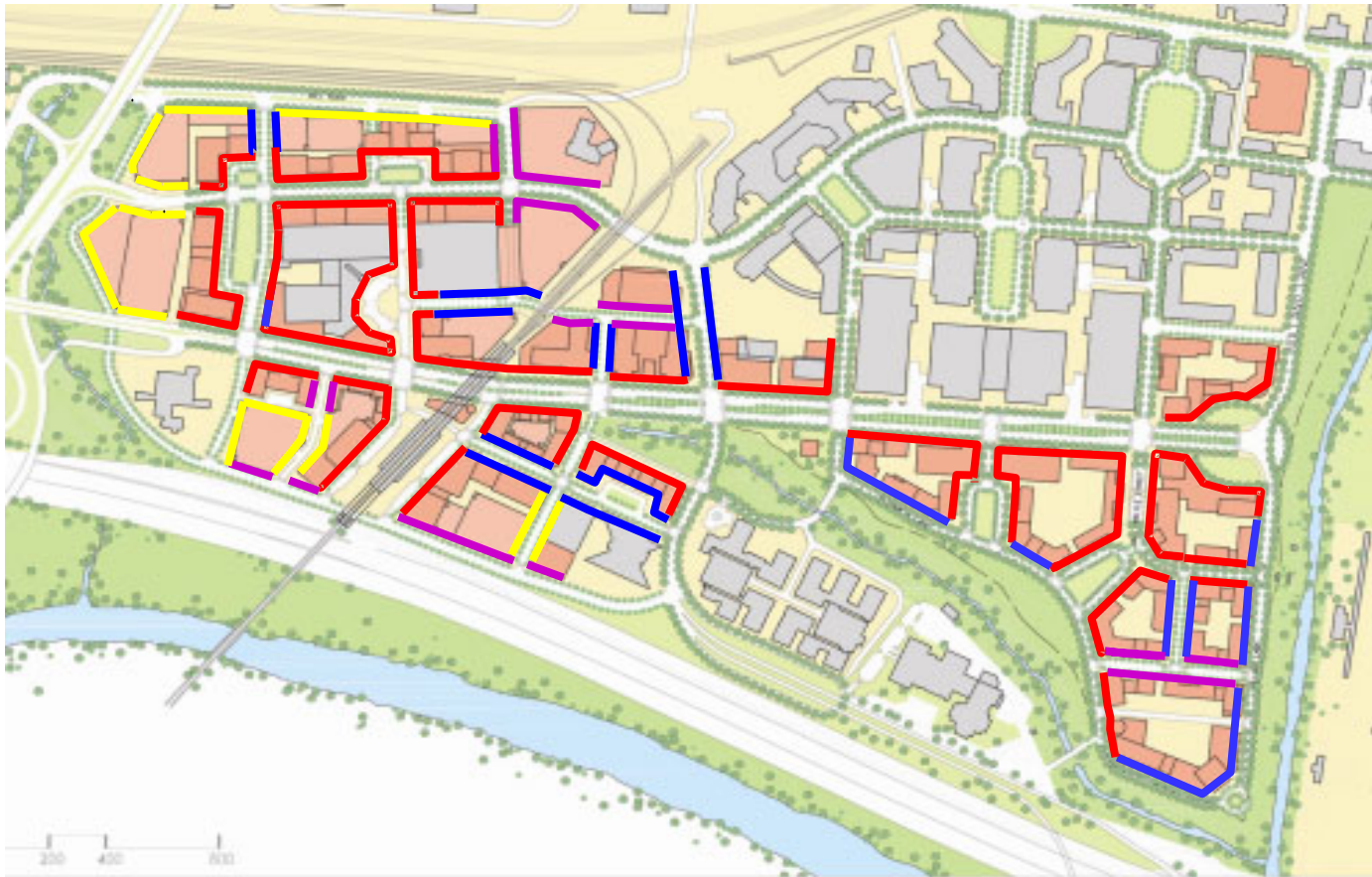
- “A” Street- Must have active uses fronting onto street; no service or parking entries.
- “B” Street- Ground level active use with parking above first floor and architectural treatment.
- “C” Street- Parking may face all levels with architectural treatment.

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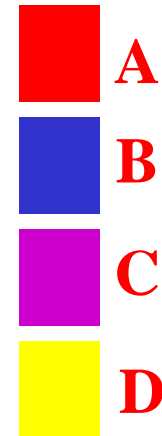
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Street Code (draft)



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Implementation- Reallocation of City Land

Eisenhower East Alexandria, VA



LAND OWNERSHIP PLAN

- City Land
- Hoffman
- Carlyle
- Virginia Concrete
- Self Storage
- Hooff-Fagleson

Planning

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Implementation at South Carlyle



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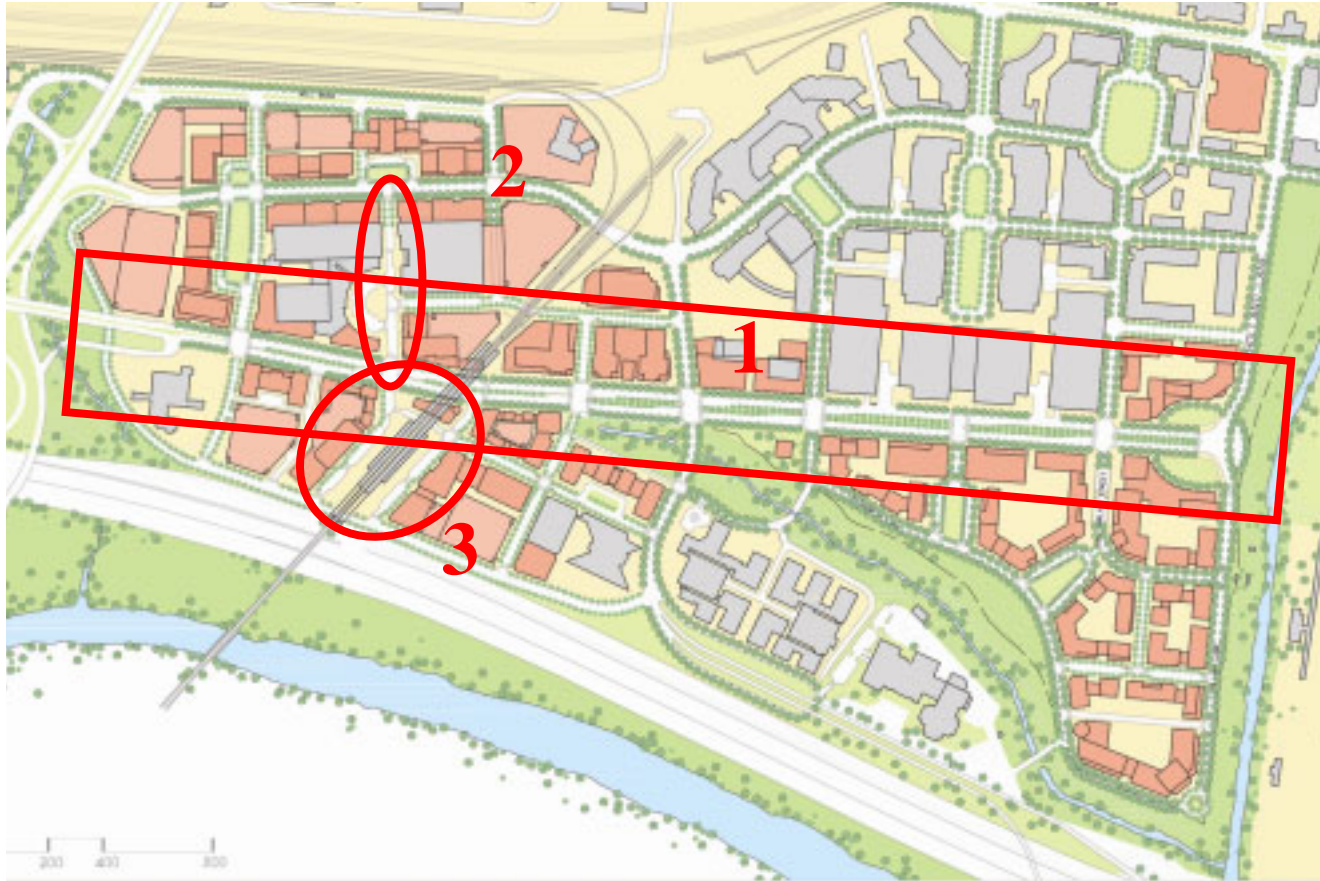
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Implementation- Phase One

Eisenhower East Alexandria, VA



- 1- Eisenhower Ave.
- 2- Swamp Fox Road
- 3- Station Square

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Key Strategies for Reducing Traffic

- Capitalize on existing transit infrastructure by concentrating land uses at the Metro
- Create interconnected urban grid to distribute and disperse traffic
- Reduce the amount of parking
- Create a jobs/housing balance to minimize vehicle trips
- Establish an aggressive Transportation Management Program

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Parking Strategy

Purpose:

- Reduce number of vehicles in area
- Reduce mass and impact of above-grade parking structures
- Encourage transit usage

Elements:

- Parking Maximum by Location
 - Within 1500 Feet of Metro
 - Beyond 1500 Feet
- Short-Term On-Street Parking
- Shared Parking Among Uses



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**Ehrenkrantz Eckstut & Kuhn
Architects**

Glatting Jackson Kercher
Anglin Lopez Rinehart, Inc.
The Odermatt Group

Parking Maximum by Location Within 1500 Feet of Metro

Office:

- Long-Term: 1.66 spaces/1,000SF
- Short-Term: 0.34 spaces/1,000SF

Residential:

1.1 spaces/unit inc. guest parking

Hotel:

0.7 spaces/room

Retail:

3 spaces/1000 SF initially -- When 2,000,000 GSF of office constructed within 750 feet of Swamp Fox/Eisenhower intersection, reduce parking to 2 spaces/1000 SF

Eisenhower East
Alexandria, VA



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Parking Maximum by Location Beyond 1500 Feet of Metro

Office:

2.5 spaces/1,000SF including both long and short-term parking

Residential:

1.3 spaces/unit inc. guest parking for multi-family

2.0 spaces/unit for townhouses

Hotel:

1.0 spaces/room

Retail:

3.5 spaces/1000 SF

Eisenhower East Alexandria, VA



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Short-Term On-Street Parking

Eisenhower Avenue West of Mill Road:

On-street parking in right lane 24/7 until traffic reaches volume to require removal during peak AM/PM period, Monday through Friday

Eisenhower Avenue East of Mill Road:

On-street parking in right lane except during peak AM/PM period, Monday through Friday

On-street parking to be maximized for short-term parking only.

Eisenhower East
Alexandria, VA



West

East

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Shared Parking Among Uses

Office parking to be shared with retail use in off-hours and weekends

Requirement to be made in all development approvals

Eisenhower East
Alexandria, VA



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Jobs/Housing Balance

Commission Directive:

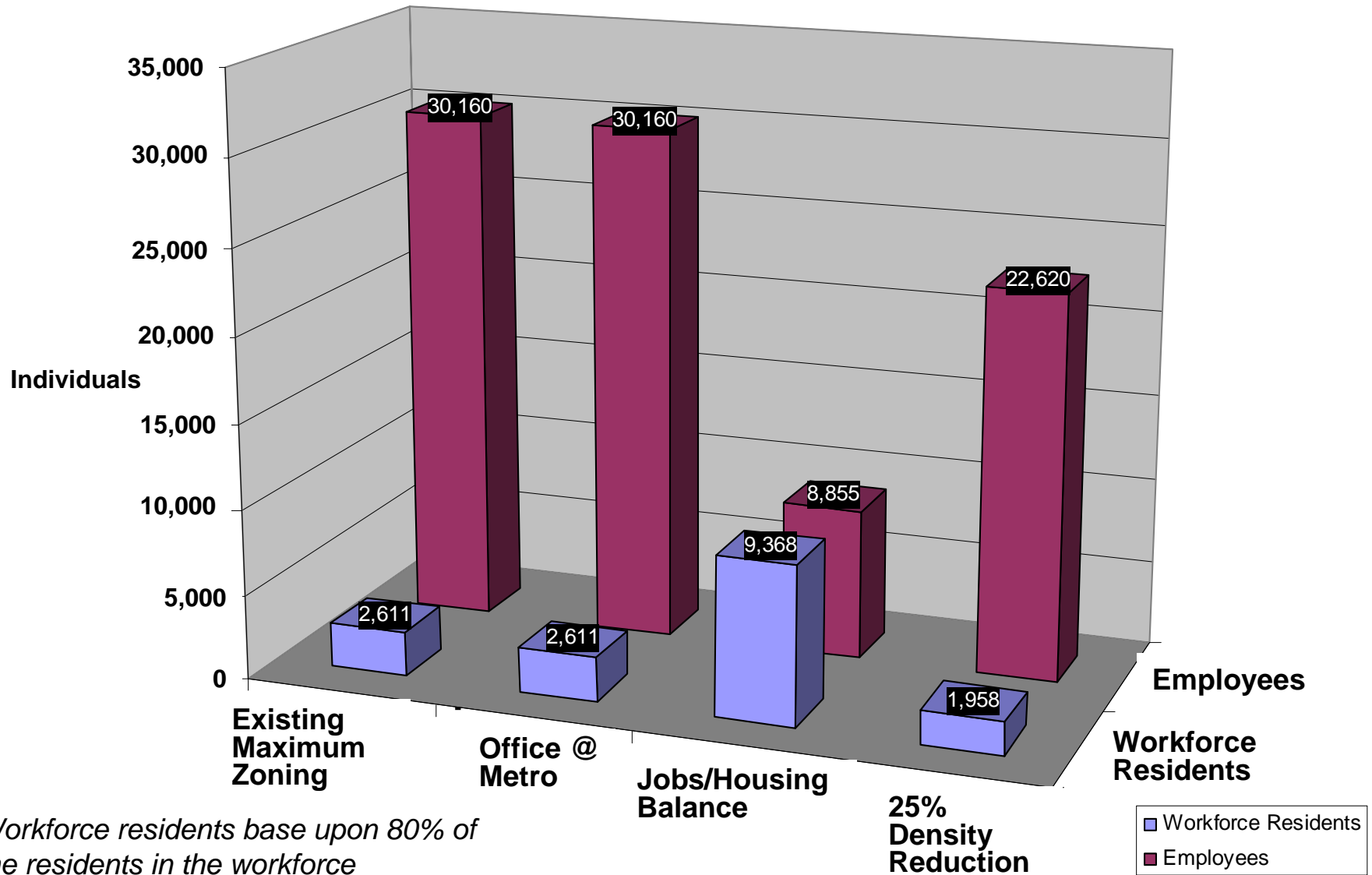
Prepare a plan that “moved toward a jobs/housing balance and concentrated development as close as possible to the Metro station”

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EMPLOYEES & WORKFORCE RESIDENTS



Jobs/Housing Balance

Proposal:

2 to 1 ratio of jobs to residents

44% office/44% residential

12% retail/hotel

8,970 Residents

17,132 Jobs

Implementation:

Strategy for Phasing in Development to
Maintain an appropriate balance over
time

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Key Strategies for Reducing Traffic

- Capitalize on existing transit infrastructure by concentrating land uses at the Metro
 - Create interconnected urban grid to distribute and disperse traffic
 - Reduce the amount of parking
 - Create a jobs/housing balance to minimize vehicle trips
-
- Establish an aggressive Transportation Management Program

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Commission Endorsement

- Conceptual Location and Mixture of Land Uses
- Retail Strategy
- Grid Layout
- Parking Strategy
- Street Design

Next Steps

- Transportation Management Program
- FAR and Total Development Potential
- Economic Analysis
- Design Guidelines
- Implementation